



## Mails.

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, ADEN, SUERZ,  
PORT SAID,  
MEDITERRANEAN AND  
BLACK SEA PORTS, ALEXANDRIA,  
MARSEILLE, AND PORTS  
OF BRAZIL, AND LA PLATA.

LONDON, HAVRE AND BORDEAUX.

TO-MORROW, the 4th December, 1890, at Noon, the Company's S.S. *OUTS*, Commandant DELACROIX, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be received until 4 p.m. Specie and Parcels until 4 p.m. on the 3rd December, 1890. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, December 3, 1890. 1593

CANADIAN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1890.

(SUBJECT TO ALTERATION.)  
ABYSSINIA, WEDNESDAY, 10th Dec.  
PARTHA, THURSDAY, 25th Dec.  
BATAVIA, SUNDAY.

THE Steamship *ABYSSINIA*, Captain WILLIAMSON, R.N.R., sailing at Noon, on WEDNESDAY, the 10th December, will proceed to VANCOUVER, and INLAND SEA, KOBÉ and YOKOHAMA.

RATES OF PASSAGE.

From Hongkong to First Class:  
To Vancouver, Victoria, Seattle, Tacoma \$210.00  
To Portland, Oregon \$220.00  
To Winnipeg, Minneapolis, St. Paul \$250.00  
To Chicago, Kansas City, Milwaukee \$275.00  
To St. Louis, Detroit, Cincinnati, \$28.00  
To Hamilton, Kingston, London, (Out), Ottawa, Toronto, Montreal, New York, Albany, Buff. \$290.00  
To Niagara Falls, Baltimore, Philadelphia and Washington.  
To Quebec, Boston, Portland (Maine) \$235.00  
To Halifax, St. John's \$340.00  
To Liverpool \$325.00  
To London via Liverpool \$345.00  
To Paris and Bremen \$335.00  
To Havre and Hamburg \$335.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Return Tickets.—First and second class only.—Prepaid return tickets to Pacific Coast Ports, and to Eastern and Interior Points of Canada and U.S.A. will be given 6 months at 25 per cent. off Return Fare.

(Times are subject to date of landing to date of re-embarkation at Vancouver.)

Passengers to Pacific Coast Ports and to Interior and Eastern Points of Canada and U.S.A. not holding prepaid return tickets but who re-embark within 12 months from date of landing at Vancouver will be allowed 10 per cent. off the return fare.

Prepaid return tickets to European Ports will be issued available for 12 months at double fare (Mexican Dollars).

Cargo.—Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. Brown, Assistant General Freight and Passenger Agent, Canadian Pacific Railway Company, Vancouver, B.C.

Parcels must be sent to our office with address marked in full by 5 p.m. on the day previous to sailing.

For further information as to Passages and Freight, apply to  
ADAMSON, BELL & Co., Agents.

Hongkong, November 20, 1890. 1991

## NORDDEUTSCHER LLOYD.

## NOTICE.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN,  
SUERZ, PORT SAID,  
BRINDISI, GENOA, ANTWERP,  
BREMER, HAMBURG,  
PORTS IN THE LEVANT, BLACK  
SEA & BALNO PORTS.

ALSO,  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON & SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL  
AT SOUTHAMPTON TO LAND PASSENGERS  
AND LOGGERS.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 4 p.m. on the 20th December. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to  
MELOCHERS & Co., Agents.

Hongkong, November 24, 1890. 2000

## To-day's Advertisements.

THEATRE ROYAL.  
CITY HALL.  
THE FASHIONABLE EVENING RESORT.

THE WORD SUCCESS  
Has become a synonym for productions at the Theatre Royal, and it will be no surprise to the Public of Hongkong to learn the CONTINUED TRIUMPHANT SUCCESS OF

STANLEY'S OPERA COMPANY.

For a Short Season only.

TO-NIGHT (WEDNESDAY),  
3rd December.

FRANZ VON SUPPE'S 3-ACT COMIC OPERA,  
'BOCCACCIO.'

Never Before has such a warm welcome been accorded to any Company. Now freshly patronized by the best Families in Hongkong, ORIGINALITY, REFINEMENT, VERSATILITY.

The leading features of our Performance.

If you want a good night's amusement, the very best and anxiety of your day's business, go to the CITY HALL.

THURSDAY,  
'S H E E.'

FRIDAY (By Request),  
'LES CLOCHES DE CORNEVILLE.'

SATURDAY,  
FOR THE FIRST TIME IN HONGKONG,  
The Grand Military 5-Act Drama of  
'HELD BY THE ENEMY.'

Efficient Orchestra under the Conductorship  
of Mr. C. TRIMMEL.

PARCLES AS USUAL—\$2.00 and \$1.00.  
Military and Navy half price to Back Seats only.

Hongkong, December 3, 1890. 2071

MAGNIFICENT EXHIBITION  
OF  
SUPERIOR JAPANESE PORCELAIN,  
GOLD & SILVER INLAID BRONZES,  
EXQUISITE VASES,  
IVORY CARVINGS.

All of the Highest Class.

BROUGHT DIRECT FROM JAPAN BY MR  
SEIYEMON IKEDA OF KOBÉ.

Testimonials.

From H.R.H. the Prince Albert of Wales, their Royal Highness The Duke and Duchess of Connaught and Several of the Princes of the Blood of the German and other Empires, whose Autographs can be inspected at the  
SHOW ROOM.

At  
MR. W. S. MARTEN'S,  
2, DUNDRELL STREET,  
which will be OPEN to the Public, on  
MONDAY NEXT, the 9th Inst.

The most interesting and splendid Exhibition of Art Treasures ever opened in Hongkong.

SEIYEMON IKEDA,  
Proprietor,  
From Kobe-Japan.

Hongkong, December 3, 1890. 2075

ST. ANDREW'S BALL.

LOST—A DIAMOND SAFETY PIN. Was last seen fixed on one of the Phials at the head of St. George's Hall.

Also, a LACE HANDKERCHIEF. Suitable Rewards will be given (if necessary).

H. J. SCOTT,  
Hon. Secretary,  
St. Andrew's Society.  
Hongkong, December 3, 1890. 2075

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

The Co.'s Steamship *Formosa*, Captain LEWIS, will be despatched for the above Ports on FRIDAY, the 5th Instant, at Daylight.

For Freight or Passage, apply to  
DOUGLAS LARLARK & Co.,  
General Managers.  
Hongkong, December 3, 1890. 2072

FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW CHIWANG, TIENSIN, HANKOW and Ports on the YANGTSE.)

The Co.'s Steamship *Cyclops*, Captain NISIT, will be despatched as above on FRIDAY, the 5th Instant.

For Freight or Passage, apply to  
DOUGLAS LARLARK & Co.,  
General Managers.  
Hongkong, December 3, 1890. 2072

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## To-day's Advertisements.

VOCAL AND INSTRUMENTAL  
CONCERT.  
Under the distinguished Patronage and  
Presence of H. E. Hon. P. FLEMING,  
C.M.G., The Acting Governor,  
To be given in the  
HALL OF THE CLUB LUSITANO,  
On TUESDAY, the 3rd Inst., at 9 p.m.,  
In Aid of the Fund for an ORGAN FOR  
THE ROMAN-CATHOLIC CATHEDRAL.

Director,..... Maestro CATTANEO.

PROGRAMME:

1. Credo, 'Eternal' by Lady and Gentle-  
men Amateurs.

2. Aria for Soprano, 'I Promessi Sposi,'  
by Panchelli.

3. Recitativo and Aria  
for Tenor, 'L'Ebre-  
bre' by Apolloni.

4. Polonaise for Piano,  
op. 53, As dur, by  
Chopin.

5. a. 'Forbidden Mu-  
sic,' for Mezzo Sop-  
rano,  
b. Sequel to Fur-  
b'ddon Music, for  
Tenor.

6. Duet, Finale, for  
Mezzo Soprano and  
Tenor.

By Gastaldon.

7. Grand Opera and  
Aria Della Pazzia,  
for Soprano, 'La-  
dia de Lucca,'  
by Duni.

8. Grand Opera, Dram-  
matic, for Duet,  
'Don Carlos,' by  
Verdi.

9. Selection from 'Me-  
dici,' for Soprano,  
Chorus, Ballad,  
for Soprano, 'It  
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Romance, for Sop-  
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Messrs Jardine, Matheson and Co. inform us that the s. *Glenfin*, from London for this port, left Singapore to-day.

Mr J. A. Barretto, Secretary to the Marina Co., was summoned before Mr Wiso at the Police Court to-day for neglecting to comply with the instructions of the Harbour Master as to the mooring of the *Marina*. Commander Hastings, Assistant Harbour Master, said instructions were given on the 26th ult. with regard to the mooring of the vessel, but these had been disregarded. The vessel was liable to drag at any time. The defendant had been fined \$1 for the same thing before. His Worship imposed a fine of \$50.

We have received the programme of the Hongkong Jockey Club race meeting, which takes place on Thursday, Friday and Saturday, 19th, 20th and 21st February, 1891. Formerly the meeting days used to be Wednesday, Thursday and Friday, with an "off-day" on Saturday. The change is, we suppose, made on account of Wednesday being the mail day. The programme for 1891 is almost identical with that of last year.

Somewhat attempted to set fire to house No. 324 Queen's Road Central about ten o'clock last night. Kerosene had been poured on the staircase and a light applied to it, and the woodwork was partly burned when the inmates became aware of their danger and by prompt measures got the fire extinguished. A notable feature of the affair is that a number of non-guild tailors were at work upstairs, having begun that afternoon, and it is suspected that the guild men, who are still on strike, wanted to burn them out. The police are investigating the matter.

An interesting lecture entitled "A Chip of Hongkong Granite" was given by Mr S. E. S. Skerchly, F.G.S., at the Seamen's Reading Room, Sailors' Home, last night. There was a good attendance from the ships in harbour and the Sailors' Home. Pieces of mica, felspar and quartz were circulated round the room for inspection, together with other geological specimens. The lecturer gave some interesting facts with regard to the presence of granite as we see it on the surface of the earth. Illustrations of crystals &c. were given by means of a magic lantern. Mr Skerchly was very heartily applauded at the close.

A VERY interesting series of experiments in practical telegraphy was carried out by Corp. McKay, R.E., in illustration of his paper read at the meeting of the Garrison Mutual Improvement Society on Tuesday night. The practical application of an electric current to an ordinary Morse transmitter was shown, and the working of the instrument exhibited and explained. A telephone was constructed and its use exemplified, and in the limited time at his disposal Corp. McKay succeeded in conveying considerably more information respecting his subject than some at least of his audience were previously possessed of. Not the least entertaining of the experiments was that in which the circuit was completed by a connection comprising half a dozen stalwart and healthy-looking warriors who, however, on hearing that electricity had been successfully applied to sufferers from nervous complaints, apparently discovered in their respective systems alarming and hitherto unsuspected symptoms of this nature, although the symptoms that followed the application of this effective "pain-killer" have not as a rule been associated with derangements of the rheumatic order at least.

A VERY pleasant entertainment, which deserved a much larger audience than it got, was given in the Theatre Royal last night by Professor and Mme. Vita and their juvenile troupe, assisted by two local amateurs. This is an age of "juvenile prodigies" and the four young people who played "A cup of tea" last night certainly belong to that class. One may hold to the belief that to put children on the stage is a bad thing for art and by no means good for the children; but in spite of this it would be impossible not to admire the cleverness with which these youthful performers sustained their parts. They succeeded in making the comedietta very amusing, too, which is a great measure due to the droll antics and quaint declamation of Master Say, the miniature *Scapino*. The short concert which followed was very enjoyable. Mme. Vita's rendering of Gounod's "Ave Maria" was a treat which would have been better appreciated if it had not occurred at the beginning of the second part of the programme, when the return of a portion of the audience to their seats caused disagreeable interruptions. However, it was received with marked favour and elicited a cordial "encore" to which Mme. Vita kindly responded with an English ballad. The duet "Ah, mio bene," from "La Favorita," sung by Miss Vita and Mr N. J. Robinson, was another excellent performance in which both vocalists sang like true artists. Mr J. M. Laing might have found something better suited to his voice and style than "Alla stalla confidente," but he deserves praise for the manner in which he rendered it. That it was highly appreciated was shown by the fact that an "encore" was demanded. Professor Vita, who is an accomplished pianist, was warmly applauded for his playing of Ahler's "Dance Nègre." Mazzinghi's pastoral trio "The wreath," sung by Mme. Vita, Mr. Robinson and Mr. Laing, was much admired.

The correspondent we referred to yesterday writes as follows with regard to the discussion in the Legislative Council about the cost of the electric light:— "The annual cost for 64 lamps is to be \$19,000, as per special vote. The cost of gas lamps to be discontinued will be about \$6,000, perhaps less as a number of lamps will be required to light side streets. Taking the number of gas lamps to be discontinued as 190, there could be fixed on each of these lamps posts 50-candle-power lanterns at a cost of \$6 each per month (probably less for the quantity). The total cost per annum being \$13,680. Deducting from this sum the \$6,000 now charged for the 190 ordinary lamps, it will be seen that the cost of an improved lighting, which would be better than the electric light, being more efficiently distributed, would be \$7,680, less than half the cost of the electric light. This arrangement too would do away with the necessity of using a number of gas lamps to supplement the electric light in the side streets."—This is scarcely a fair comparison, for if our correspondent deducts from the cost of the improved lamps (the price paid for the 190 ordinary lamps, he must make a similar or almost similar deduction from the total cost of the electric light. The figures would then stand:—Electric light, extra cost \$13,680; gas lanterns, \$7,680. The general lighting of the Colony, our correspondent continues, "is simply wrecked owing to the slowness of the Government, who are now literally throwing away money on the electric light. In answer to Mr Ryrie the Governor said the question of cost had been fully gone into. Now, notwithstanding repeated offers from the Gas Company to meet the Government in bettering the lighting of the Colony, they were never asked to give a price for improved lighting. If they had been asked you can anticipate the result from the figures I have quoted. How then had the cost been gone into?—blindfold. The electric lamps are supposed to give 2,000 candle power. This may be their intensity at the point of ignition, but I am sure they do not diffuse more than 500 candle power. The lamps are too far apart for proper lighting. A high power gas lamp is required between each electric lamp. The consumption of gas per lamp is supposed to be 3 cubic feet per hour, just the same as it was 25 years ago. All the burners, however, pass at least 3½ cubic feet some more, but for proper lighting every burner should pass five cubic feet per hour, the increased amount passed giving a much greater illuminating power in proportion to the gas passed. While writing on the subject, I should like to ask why the Peak residents should not have the hill roads lighted if they are willing to pay a lighting rate. Many of these residents pay besides heavy rates for premises in the Colony."

HOLLAND AND JAPAN.—Among curious statements in reference to Treaty Revision, one made by the *Nichi Nichi Shinbun* is specially worthy of notice. It is to the effect that whereas England and France used to be the Powers most difficult to deal with, Holland now ranks with them in this respect. The reason assigned is decidedly bizarre. In Holland, Oriental possessions, Java, Sumatra and so forth, cases both civil and criminal, in which natives of the country are concerned are tried by native tribunals. "Supposing," says the *Nichi Nichi*, "that the Treaty between Holland and Japan were revised, then, under existing circumstances, Japanese residing in the Dutch East Indian territories would be judiciable by these native tribunals. The Japanese, however, not being like the Chinese, Koreans and Indians who, for the sake of gain, disregard their national dignity, would not be so apt to appear before such tribunals. Consequently, before revising her Treaty with Japan, Holland will be obliged to make some new arrangement in her East Indian territories, Japan need not be much disturbed about it either. At all events, we believe that the writer in the *Nichi Nichi Shinbun* enjoys a monopoly of the difficulty he raises, for so far as we know, it has never been discussed in diplomatic circles, probably for the simple reason that since the judicial system applied to Western subjects or citizens who visit or reside in Sumatra and Java would, under the revised treaties, be extended to Japanese also, under similar circumstances, there does not appear to be any special reason why Holland should revise the system on Japan's account if she has not revised it hitherto on account of England, France, the United States and so forth.

THE NEW GAMBLING BILL.  
A DRASTIC MEASURE.  
A BILL entitled "The Gambling Ordinance, 1890" was read a first time in the Legislative Council on Monday. The Bill is a drastic measure, based on the law in England as set forth in the statute book and in recent decisions, and also on an ordinance which was recently passed by the legislature of the Straits Settlements. It marks a great departure in our method of dealing with gambling. By the existing ordinance the power of the Police is confined within very narrow limits, and gambling clubs have sprung up all over the Colony, causing the ruin of many and indirectly doing serious wrong to many an innocent person. The law of the Colony at present as regards gambling is practically contained in Ordinance 27 of 1883. By that measure any person who keeps an office, agency or place for dealing in lotteries is liable to be imprisoned with hard labour for any term not exceeding six months; and any person who keeps a house, room &c. for public playing or gambling or permits any person to play therein is liable to a similar punishment. The chief defect of the law lay in the word "public." Under cover of private gambling innumerable so-called clubs have sprung up all over the Colony, and the Police were able to interfere only when they could prove that outsiders were admitted. In the new Bill nothing is said about public gambling, the term employed being the one used in the English Act, namely, common gaming.

The following are the principal clauses and sections of the bill, which differ from the existing law:—  
Lottery includes any game, method or device whereby money or money's worth is distributed or allotted in any manner depending upon or to be determined by chance or lot, whether the game is to be drawn, exercised or managed within or without the Colony.  
A place in which lottery tickets are sold, procured or distributed, or any place in which money or money's worth is in connection with the lottery is paid or distributed, shall be deemed to be "kept for the purpose of a lottery."  
Common gaming house shall mean and include any place opened, kept, or used for playing therein at any game of chance or any mixed game of chance and skill.  
(1.) In which a bank is kept by one or more of the players exclusively of the other or others; or  
(2.) In which any game is played the chances of which are not alike favourable to all the players including among the players, the banker or other person by whom the game is managed or against whom the players stake, play, or bet.  
A place shall be deemed to be opened, kept, or used as a common gaming house for the purpose of a lottery when gambling is one of the main and principal objects for which the said place is opened, kept, or used, although such place is also used as an ordinary social club, and the public at large have access thereto.  
[This last section is based on a decision of Mr Justice Hawkins in *re Jones v. Turpin*. It will have to be closely scrutinized in committee, as it may sometimes be very difficult to prove that gambling is one of the main and principal objects for which a place is opened.]  
6. Any person being the owner of any house who shall knowingly permit the same to be opened, kept, or used by another person as a common gaming house shall be liable to a fine not exceeding one thousand dollars.  
[This is a very useful section, introduced from an English Act. It has often been urged that, as the owners of tenements where gambling is carried on derive large rents for the rooms so used, they must be cognizant of what is going on and ought to be held responsible.]  
7. The keeper of any place opened, kept, or used as a common gaming house for the purpose of a lottery shall be liable to summary conviction before a Magistrate, to fine or imprisonment (with or without hard labour) or both: Provided that such fine shall in no case exceed the sum of one thousand dollars and that the aggregate term of the fine or otherwise shall in no case exceed the term of nine months.  
8. Any person playing in a common gaming house shall be liable to a fine not exceeding twenty-five dollars.  
A person found in a common gaming house or found occupying thereon on the occasion of its being entered under this Ordinance shall be presumed until the contrary be proved to be or to have been playing therein.  
[The penalty for playing was abolished by the 1888 ordinance. It is now revived. We are glad to observe also, for the sake of the public revenue, that the option of imposing a fine is re-established.]  
9. Any person who shall furnish or advance money for the purpose of gambling in any common gaming house or for the purpose of establishing, conducting, or keeping a common gaming house or for the purpose of a lottery shall be liable to a fine not exceeding one thousand dollars.  
10. Any person who  
(a) declares, or exhibits expressly or otherwise the winner or winning number ticket, lot figure, design, symbol or other result of any lottery; or  
(b) writes, prints, or publishes or causes to be written printed or published any lottery ticket or list of prizes or any announcement of the result of a lottery or any announcement relating to a lottery; or  
(c) announces or publishes or causes to be announced or published either orally or by means of any print, writing, design, sign, or otherwise that any place is a common gaming house or for the purpose of a lottery shall be liable to a fine not exceeding one hundred dollars or to imprisonment for a period not exceeding three months.  
We suppose this covers the hawking of lottery tickets, and if so the Manila lottery is doomed in Hongkong.  
Section 11 gives the Police power by virtue of a warrant to enter any common gaming house, to arrest all persons who may be found therein, to seize all implements of gambling, and to take possession of all monies or securities for money which shall be either in actual use for the purpose of gambling or be found upon the persons of the keepers of such place.  
Section 12 provides that any cards, dice, balls, counters, tables, lottery tickets, books or other implements of gambling found in a common gaming house shall be held as evidence (unless the contrary is proved) of gambling although no play was going on in presence of the constable or officer who entered the house.  
Sections 13 and 14 provide a penalty for any person or persons obstructing the entry of constables, and declare that this species of obstruction to be evidence of a house being used as a common gaming house. According to sections 15 and 16 the Magistrate may require any person apprehended to be sworn and to give evidence, a penalty being attached to refusal, and the person so required as a witness, on making a full discovery, is held to be free from all penalties. By sections 17 and 18, any person found gambling in the street or acting as a watchman to street gamblers is liable to a penalty and to forfeiture of all gambling implements.

Section 19 introduces a very useful provision contained in the Straits Ordinance, it is as follows:—  
19. If at any time it appears to the Governor in Council that any person not being a natural born British subject is a professional gambler or is engaged in the promotion of gaming contrary to the provisions of this Ordinance, he may issue an order banishing such person from the Colony for such period and generally in such manner as to the Governor in Council may seem expedient and upon the issuing of such order the like consequences shall ensue in all respects as though such order had been issued under the power conferred by The Banishment Ordinance, No. 8 of 1852 and No. 4 of 1885.

THE INSTITUTE OF ENGINEERS AND SHIPBUILDERS OF HONGKONG.

A meeting in connection with the above Institute was held at No. 16 Praya Central last night, to consider the report of the Organising Committee, confirm the adoption of rules and appoint officers for the ensuing year. Mr D. Gillies, M.I.N.E., Secretary of the Hongkong and Whampoa Dock Co., presided, and there was a large attendance. The Secretary, Mr W. H. Waller, having read the minutes of the previous meeting, the Chairman said he was very much pleased to see so large a gathering, which must also be very gratifying to the gentlemen who had taken an interest in the formation of the Institute. No doubt these gentlemen had had a considerable amount of labour and difficulty in the preliminary work, but he thought they might now congratulate themselves on seeing the Institute an accomplished fact. The meeting had been called for the purpose of passing certain resolutions and transacting certain business connected with the formation of the Institute, and he had no desire to trespass on their time by addressing them on the nature and objects of the association. He would only say that he was very glad to see that the engineers were taking an interest in their own welfare as a class, and he was sure that the Institute would be the means of conferring great benefits on the community, not only on those residents in Hongkong but on those visiting the port. (Applause.)

The Secretary then read the following report by the Organising Committee:—  
"About March this year several engineers in the port met and discussed the advisability of forming an Engineers' Association in Hongkong, and at their request Messrs Carmichael and Kew proceeded with certain preliminaries, so far as obtaining by circular an opinion on the subject from the larger body of engineers ashore and abroad. This opinion was so favourable to the project that after a time a Provisional Committee was formed, composed of Messrs Carmichael, Kew, Main, Croker, Bain and Walker. Groundwater, Main, Croker, Bain and Walker, and the promoters in the matter and proceed with the formation of the body as proposed. This Committee, however, being considered somewhat informal, after a lapse of time the members of the Provisional Committee decided to call a general meeting of subscribers to the proposed Association, a properly constituted committee to be entrusted with the business of forming the Institute, and to engage the necessary rooms. At this meeting, held on 3rd October at the Victoria Hotel, an Organising Committee was elected, which committee at their several meetings have been engaged in the selection of the Hon. Secretary and the Hon. Treasurer, and the Hon. Secretary drew up the set of rules now submitted to this meeting, and also negotiated for the rooms in which this meeting is being held, as well as approaching several gentlemen connected with the profession for the positions of President and Vice Presidents." Mr David Gillies, M.I.N.E., presiding, the post of President, Messrs James Watson, M.N., and George Peckles, Government Surveyor, also honouring us by consenting to act as Vice Presidents. (Applause.)

Throughout the deliberations of the Organising Committee the securing of suitable premises has been a matter of very great importance, and the decision as to arranging or the present premises of the Committee felt that some acknowledgment was due to Messrs Carmichael and Kew for their effort in connection with their new establishment, a portion of which they offered to let to us at a very moderate rental. The Committee, however, considering that the rental altogether is some \$40 a month—especially when the extent of accommodation, appointments &c., are properly looked into.

Regarding rules, the work connected with the formation of the Institute has been considerably lightened by the assistance and guidance obtained from the rules of similar bodies, particularly the pioneer Institute, the Shanghai Marine Engineers' Institute, together with those of Indian and other associations, not omitting the rules existing of the late Hongkong Engineers' Institute, a few present members have a recollection. The rules submitted are thought to be both comprehensive and just to us as a body connected with marine engineering. In completion of this part of their work the committee have thought fit to register the Institute under the local ordinances, for a number of good reasons.  
In taking this opportunity of meeting the subscribers with their manifold tasks of formation completed, the Committee feel that they cannot allow the occasion to pass without thanking all their fellow students and ashore for their kind and genial support during the preliminaries now ended. The Secretary, Mr W. H. Waller, then read the original proposal for the association, "The Institution of Marine Engineers of Hongkong," should be changed to "The Institution of Engineers and Shipbuilders of Hongkong."  
The Chairman seconded the proposal, which was carried unanimously.  
Mr J. D. Croker then proposed the following resolution:—  
"That the Engineers and Shipbuilders of Hongkong do constitute themselves into an Institution to be called 'The Institution of Engineers and Shipbuilders of Hongkong,' and to be registered under The Companies Ordinance of Hongkong, and in pursuance of the Ordinance No. 23 of 1877, the liability of each member to be limited to the sum of Ten dollars in the event of the Institution being wound up whilst he is a Member or within one year thereafter; and that a Committee be formed for the purpose of obtaining the necessary license of the Governor of Hongkong, and for doing all other things that may be necessary or incidental to the founding of the Institution, whose objects shall be to improve the scientific knowledge of the Members of the Institution, provide a library, and reading and recreation rooms and other desirable or necessary premises for furthering engineering science, conducting social intercourse, obtaining mental relaxation and other similar objects."  
Mr W. H. Waller seconded, and the resolution was unanimously carried.

The following appointments were then made:—  
President:—Mr David Gillies, M.I.N.E.  
Vice-Presidents:—Mr James Watson, R.N., Inspector of Machinery; Mr George Peckles, Government Marine Surveyor; Mr Robert Cooke, Hongkong and Whampoa Dock Co.  
Committee:—Messrs A. Bain (Chairman), A. G. Aitken, J. W. Croker, A. Crawford, W. P. McIntosh, E. J. Mann, D. J. Farrier, J. Groundwater, A. McIntyre, D. Macdonald, A. Gillanders, J. W. Boyd (Treasurer), and W. H. Walker (Secretary).

The meeting then proceeded to consider the draft rules submitted, which were afterwards adopted.

SUPREME COURT.  
IN SUMMARY JURISDICTION.  
(Before His Honour Mr J. Riddell Clark, Justice of the Peace.)  
Wednesday, Dec. 3.

THOMAS D. SAMSON.—CLAIM BY A SEAMAN FOR WAGES, &c.

This was a claim of \$600 for wages, &c., by James Thomas, cook and steward on board the British barque *Alice Mary*, against Stephen Sampson, the master of the vessel. Mr Mossop appeared for the plaintiff, and Mr Hastings for the defendant.

Mr Mossop said the plaintiff signed articles in Newcastle, N.S.W., in September 1889 for one year, and the articles stipulated that he might be discharged at any port in Australia. On the 15th of November last the captain took the vessel before the Shipping Officer here to be discharged. He appeared to have satisfied all the crew except the plaintiff by paying their wages up to the date of discharge and their passage to Australia. To the plaintiff he refused to pay anything over his wages up to the date of discharge. The plaintiff said he was not satisfied to say that this was a British port and he was not entitled to anything more; what he might have meant by that. Afterwards it appeared he told the Shipping Officer that the plaintiff made a verbal agreement on board to accept simply his wages up to the date of discharge. This the plaintiff absolutely denied and claimed to be treated in the same way as the other members of the crew. He was entitled to be put in the same position as if the ship had gone to Australia and he had been discharged there. The defendant paid \$32 into Court as the wages due to the plaintiff up to the date of his discharge, and on the 18th of November he offered a passage ticket to the plaintiff but refused to pay him wages up to that date. The passage ticket had also been deposited in Court, but the steamer for which it was issued sailed on the 27th ult.

James Thomas, the plaintiff, said— "I signed the ship on September 20th, 1889, signing articles for one year; and I left her here on 4th November last. The account of wages produced was 'delivered to me on the 5th, and I went before the Shipping Officer on the 7th. In addition to wages I claimed my passage to Port Darwin, which the defendant refused. On the 10th November the Captain offered me a passage ticket, but I refused to take it on the ground that I would not pay anything for maintenance up to that date."

Cross-examined.—"We arrived in the harbour on 24th October. The Captain called the crew and told them he was going to discharge them all. Next day they all left except myself and the plaintiff. I was told by the other members of the crew that the Captain paid them \$30 over their wages as the price of their passage ticket to Port Darwin. The chief officer and myself performed our duties until 4th November. About 7.30 p.m. on that date I went to the Captain and told him I had finished and asked for my wages. That was the first notice I had given of my intention to leave the ship. The Captain said something about staying till morning so that he might get another man. I simply told him I had finished, and went ashore that night. I claim wages during my passage to Port Darwin. I have always claimed my wages, and I don't know that any of the others got that."

A. Gutierrez, Shipping Officer, said the crew were discharged before him. Each man got \$50 over his wages for passage money and expenses. One man refused to accept less than \$60 and he got it. The plaintiff refused to take his wages because he did not get the same allowance as the others. The Captain came back on the 18th with a passage ticket for the plaintiff. The plaintiff could not be found that day, but next day he came to the office and the ticket was offered to him, but he refused to take it because the Captain would not pay his expenses on shore and wages up to the date of arrival in Port Darwin.

Mr Hastings raised the special defence that the sum of \$32 in payment of the wages due to the plaintiff up to the date of his leaving the ship had been paid into Court, and also a passage ticket to Port Darwin, which having been done before service of the writ in the present case. The contention of the defendant was that the plaintiff was not entitled to anything beyond his wages up to the date of leaving the ship, and his passage to Port Darwin. The plaintiff might have remained on board ship, as the Captain desired, and if so he need have incurred no expense on shore and he would have been entitled to his wages besides. His Lordship said he was inclined to think the plaintiff was only entitled to his passage and subsistence after leaving the ship but that the defendant was wrong in not offering that at first. His not doing so afforded the reason for bringing this action.

Mr Hastings said perhaps the action was justified in its inception, but he submitted that it ought to have been stopped when the terms were made.  
Stephen Sampson, the defendant, said— "I am master of the *Alice Mary*. I went to the Shipping Office on the 18th November and inquired for the plaintiff, but did not see him. Next day I saw him and said I was prepared to hand him a passage ticket and his wages. The ticket was issued for the s.s. *Guinevere*, which sailed on 22nd November. There was no direct steamer to Australia before that from the time we arrived here. If the plaintiff had remained on board I was prepared to provide him with his subsistence and pay him his wages until the steamer left for Australia. I got the writ in Court on the 19th Nov. The plaintiff said he was going to Australia cost \$50. One of the crew made some disturbance about getting more, and on the advice of the Shipping Officer I gave him \$60 to save trouble. I understand the plaintiff mentioned in the Shipping Office on the 19th that he intended to bring an action, but I did not know of it. I tendered the passage ticket on that advice of the Harbour Master, as my ship was chartered and I wanted to get her cleared. Mr Mossop in summing up said the plaintiff was in no way bound to stay on board the ship. He had signed for twelve months and that period had expired. On the other hand, the contract had been broken by the defendant, because the plaintiff on the expiry of the twelve months ought to have been discharged in some Australian port."

His Lordship said contracts of this kind could hardly be so strictly construed as

ordinary contracts between persons on land. He would defer his decision; as he wished to take some time to consider the case.

JAPAN'S FOREIGN TRADE.  
We read in the *Tiji Shimpo*, Japan's leading newspaper, that Japan's foreign trade in 1889 amounted to a hundred and twenty million yen, and that their growth in subject of general satisfaction. But if we look closely, we find that the Japanese merchants resemble triplex in respect of the part they play in this trade. They do not take voyages to distant countries for the purpose of selling Japanese commodities, neither do they import foreign commodities for sale in Japan. They simply wait at home for foreigners to come and sell to them or buy from them. They have stood still while trade has advanced. There are various reasons for this, doubtless. Although our intercourse with foreign States has greatly increased of late years, we remain almost as ignorant as ever of commercial speaking, of the conditions existing abroad, and the idea of investing capital in enterprises to compete with foreigners on their own ground never seems to occur to our people. We believe that want of acquaintance with Western languages is the chief cause of such an unsatisfactory state of affairs. There are, indeed, many Japanese who can speak English or French, but they are not acquainted with trade. Very few and far between are the Japanese merchants who know a foreign language or understand foreign trade conditions. It is imperative, therefore, that our young merchants should become acquainted with Occidental languages. The Government, also, should exercise great care in selecting Consuls. The reports hitherto compiled by Japanese Consuls give no evidence of any care for the vital interests of future trade. They ban themselves to discussing questions and theories, and are not conversant with the still actual foreign commerce. Not regarding the possibility of Japanese merchants going abroad to carry on trade, the Consuls give no description of the commercial conditions existing in the countries where they are stationed, or any data by means of which our merchants may arrive at comparative estimates of the value of trade before a Consul becomes thoroughly acquainted with the country of his service, he is removed to some other post. But rank should be given to Consuls, greater care exercised in selecting them, and their periods of service should be lengthened, so as to enable them to become thoroughly conversant with commercial affairs in each place where they go. On the one hand, then, we have the advisability of greater attention and care in respect of Consuls, and on the other, the need of closer attention to linguistic studies, and on which the Government might assist by selecting the best graduates of commercial and other similar schools, and sending them abroad as commissioners to conduct inquiries. This seems to us the soundest method of developing Japanese foreign trade.

LATE TELEGRAMS.

A NEW SYSTEM OF PNEUMATIC TRANSMISSION.  
New York, October 27.—Arrangements are being made for the laying of a double pneumatic line between New York and Philadelphia. Between these two and all intermediate points it is expected that letters, newspapers and small packages will be whirled at the rate of four miles a minute. Electric and pneumatic experts have long agreed that there are four or five miles to the successful laying of pneumatic tubes long distances for commercial purposes. First, the practical switching system, whereby carriers may be taken on or dropped off at intermediate points, thus rendering it possible to use one or two tubes in the place of a multitude of tubes, and a system of operating the tubes so as to be possible to transmit articles rapidly without accident.

All of the above essentials S. F. Locke of Philadelphia claims to have discovered. In order to test the practicability and efficiency of Mr Locke's patent device, a double pneumatic tube line will shortly be laid between Jersey City and New York, the route which has been selected for a through-line. The transmission of letters, newspapers and small packages between these two points will furnish an approximately accurate criterion about the business possibilities of the new enterprise. Although the inventor will start his system by transmitting the latest news, papers and small packages, he hopes in cases of success to adapt it to larger uses. In fact, he says that he may yet solve the problem of cheap and rapid transit, and run passenger trains and freight trains through monster tubes with absolute safety.

Paris, October 27.—The Eyraud trial promises to be full of dramatic incidents. Hypnotism will be very thoroughly gone into. Henri Robert, counsel for the woman Gabrielle Bonaparte, having decided to make a test question of whether his client was or was not hypnotized, as the claim; by her accomplice. To decide the matter he will call Dr. Charcot and Voisin, the former standing at the head of specialists in nervous diseases here, and these gentlemen will make hypnotic experiments in open court. The contention of Robert is that Gabrielle was not responsible for her actions, having been hypnotized by Eyraud. Should this point be established it will, it is considered, largely reduce the number of convictions for murder.

A MURDER WILL.  
Rome, October 31.—A short time ago Signora M. Rossi, a very young Italian lady, died, leaving according to her own promise and the testimony of persons who witnessed her will, the sum of 6,000,000 lire to the Pope. Her relatives and other presumable legatees were prepared to bear the will read bequeathing this large sum to the Pontiff, knowing the wishes of the dead lady, but so will was forthcoming and a diligent search for it has been fruitless. In absence of a will the entire estate reverts to the State, and it is freely charged that the document has been stolen by persons acting for the crown in order to deprive the Pope of his legacy. The affair has created a great deal of excitement and will probably be heard of in the courts. The persons who witnessed the will are ready to testify that they were made aware of the contents of the document before signing it.

A WEDDING IN PARIS.

Paris, October 28.—The religious marriage of Mlle. Mohrenheim, daughter of Baron Mohrenheim, Russian Ambassador in France, to Lieutenant de Szek, took place at the City Hall, presided at by M. Carot, wife of the President, and all the Embassy actors in Paris. A crowd gathered outside the church, and, as the bridal party came out, they were greeted with cries of "Long live Russia; Long live France!"

AN EXCESS OF ZEAL.  
Berlin, October 28.—While the Lygano Conservatives and Liberals were celebrating with fireworks over the result of the elections, a commander of Federation troops ordered them to desist. The people resisted. They were attacked by the troops and several were wounded on both sides. The commander is blamed for excess of zeal.

A BRUTAL MURDER IN LONDON.  
London, October 28.—The body of the woman found in the South Hampstead locality last night shows the crime bears no resemblance to those committed by John the Ripper. A medical examination proves that the woman did not belong to the Whitechapel class.  
The body was that of a woman about 30 years of age and well clad. Her throat was cut and her skull fractured. Her pockets were empty. A paramilitary containing a blood-stained rag was found near by, and it is supposed was used to convey the body from the spot where the crime was committed to where it was found.

The body of the murdered woman has been identified as that of Mrs. Hobbs, wife of a porter. Mrs. Hobbs left her husband yesterday morning, and on Friday, when she carried in the paramilitary for the medical examination, the body was discovered. The whereabouts of the child is a mystery.  
An investigation shows that Mrs. Hobbs started to visit a Mr. Piercey. That woman's house was visited yesterday and showed marks of a terrible struggle. A blood-stained rug, a broken pocket watch, and a small box were found. Mrs. Piercey has been arrested and charged with the murder of Mrs. Hobbs and her child.

London, October 31.—The dead body of Mrs. Hobbs' child was found to-day in a field adjacent to the house of the neighborhood of South Hampstead, where the mother's body was found on Friday night.  
London, October 31.—Nellie Piercey, the woman arrested on suspicion of having murdered Mrs. Hobbs, whose body was found fearfully mutilated in a remote part of South Hampstead on Friday night last, was brought before the Police Court at South Hampstead this morning for preliminary examination. Hobbs, the husband of the murdered woman, was placed on the stand, and during the vigorous examination which followed admitted the existence of a liaison between the prisoner, Nellie Piercey, and himself.

The evidence given by the police and others who visited the residence of the woman Piercey showed that a terrible fight must have taken place in the kitchen between the infuriated women. Windows were smashed, the furniture splashed with blood, and the weapons used in the awful struggle were found with clots of blood and locks of grey hair adhering to them. It was also shown that after the commission of the crime an attempt had been made to remove the blood stains. Paraffine had been employed in destroying the traces of the combat.

London, October 31.—Mrs. Orlinton, alias Piercey, admitted in court to-day that she had a liaison with Mrs. Hobbs' husband. She invited the woman to her house on Friday and they quarrelled.  
The woman then abruptly concluded her admissions with the remark that she had better not say any more. It is reported in several quarters that the woman later confessed to murdering Mrs. Hobbs and pushing the child out into the fields to die, but it is not confirmed.

MICHAELMANS.  
Zion, October 30.—It is stated in a farwell interview with Cardinal Lavigne the Pope said he no longer hoped for anything from Austria. He would place all his trust in France to secure the restoration of the Holy See.  
St. Petersburg, October 31.—It is stated that since the accession of Czar Alexander in 1881 270,000 Jews have been expelled from Russia.

London, October 31.—Commenting on the Behring sea matter the *Times* says: "We think the question of the mare clausus, which has been the subject of so much talk, must be dealt with before progress is possible. When that is settled England will be perfectly ready to co-operate with America in dealing with Behring sea marauders."

London, October 31.—Gladstone, in an article in the *Ministerial Century*, approves Austria's "Gospel of Wealth" and proposes a revival of Lord Carlisle's "Universal Beneficence Society," the members of which bound themselves to give away a fixed proportion of their incomes.

St. Petersburg, October 26.—Captain Grombchevski, the explorer, has returned to Oka from an expedition to Hindoo Kooch. His report is very interesting.

Vladivostok, October 26.—The Austrian Ministry differs with the Hungarian Ministry regarding a scheme for the abolition of paper currency and especially for the establishment of a gold standard. Austria has not agreed to the proposed plan.

London, October 27.—The Russian Government has closed the Catholic churches in the governorates of Volynia and Podolia, and the Dominican Monastery in Ostrog.

Paris, October 27.—Lieutenant Wyse telegraphs La France from Bogota that Panama Canal negotiations are certain to be protracted and beset with difficulties.

Vladivostok, October 27.—Count von Parnan, who was formerly known as Prince Alexander of Bulgaria, has been gazetted a Colonel in the Austrian army.

London, October 27.—Sir Charles Pearson has been appointed Solicitor-General of Scotland.

Paris, October 27.—Premier de Freycinet is confined to his bed with rheumatism.

Exchange.

HONGKONG, December 3.  
On London—  
Bank, Wire, ... .. 3/4  
On demand, ... .. 3/8  
30 days' sight, ... .. 3/8  
4 months' sight, ... .. 3/8  
On Paris—  
On demand, ... .. 4.33  
On Berlin—  
On demand, ... .. 8.45  
On New York—  
On demand, ... .. 80  
On Shanghai—  
On demand, ... .. 220  
On Calcutta—  
On demand, ... .. 220  
On Bombay—  
On demand, ... .. 72  
30 days' sight, private rate, ... .. 72  
Gold Loan, 100 fine, ... .. \$31.40p. teal  
Sovereigns (Bank's buying rate) ... .. 5.72

## Insurances.

**THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.**  
RUSSELL & Co., Agents.  
Hongkong, November 14, 1890. 1054

**THE UNDERWRITERS' ASSURANCE COMPANY.**  
NORTHON & Co., Agents.  
Hongkong, July 16, 1891. 1310

## Intimations.

**DENTISTRY.**  
FIRST CLASS WORKMANSHIP.  
MODERATE FEES.

**MR. WONG TAI-FONG,**  
Surgeon-Dentist.  
(FORMERLY LONDON APPOINTMENT AND LITERALLY ASSISTANT TO DR. ROBERTS.)

At the urgent request of his European and American friends and family, has TAKEN THE OFFICE recently occupied by Dr. Roberts.

**REMOVED TO**  
18, D'ARQUILLER STREET,  
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CONSULTATION FREE.  
Hongkong, January 18, 1890. 122

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A WEEKLY JOURNAL FOR THE HOME MAIL.

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VOLS. IV. TO XVI.

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## 'CHINA MAIL'

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Hongkong, November 3, 1890.

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臣字館經往威門第號就街頭

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WASHINGTON'S BOOKS, for the use

of Ladies and Gentlemen, can now

be had at this Office.—Price, 61 each.

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STEAM FOR

SINGAPORE, PENANG, COLOMBO,

ADEN, ISMAILIA, PORT SAID,

MALTA, GIBRALTAR, MARSEILLES,

BRINDISI, TRIESTE, VENICE,

PLYMOUTH AND LONDON.

ALSO,

BOMBAY, MADRAS, CALCUTTA

AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills

of Lading for BATAVIA, PENANG,

GULF PORTS, MARSEILLES,

TRIESTE, HAMBURG, NEW YORK

AND BOSTON.

SPECIE ONLY LADEN AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM

NAVIGATION COMPANY'S Steamship

MIRZAPUR, Captain R. HARVEY, with

Har Majesty's Mails, will be despatched

from this for LONDON via BOMBAY

and SUEZ CANAL on THURSDAY, the

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Cargo will be received on board until 4

p.m. Passengers and Goods (Gold) at the Office

until 4 p.m. on the day before sailing.

Silk and Valuables for Kurrup will be

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without transhipment, arriving one week

later than by the ordinary direct route via

Colombo. Tea will be sent either via

Bombay or Colombo according to arrange-

ment.

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Shippers are particularly requested to

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pany's Back Bills of Lading.

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pany's Office.

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for MARSEILLES.

E. L. WOODIN,

Superintendent.

P. & O. S. N. Co.'s Office,

Hongkong, December 2, 1890. 2062

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First-class fares granted as follows:—

To San Francisco ... \$225.00

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Passengers, who have paid full fare, re-

embarking at San Francisco for China or

Japan (or vice versa) within one year will

be allowed a discount of 10%. This advance

does not apply to through fares from China

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Freight will be received on board until 4

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packages will be received at the office until

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should be marked to address in full; value

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Company, No. 50A, Queen's Road Central.

U. D. HARMAN,

Agent.

Hongkong, November 13, 1890. 1051

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C. D. HARMAN,

Agent.

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Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the

Harbour are marked c., in conjunction with the figures denoting the sections.

Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

Sections.

1. From Green Island to the Gas Works.

2. From Gas Works to Jardine's Wharf.

3. From Jardine's Wharf to the Harbour Master's Office.

4. From Harbour Master's Office to the P. & O. Co.'s Wharf.

5. From P. & O. Co.'s Wharf to the P. & O. Co.'s Wharf.

6. From the P. & O. Co.'s Wharf to the P. & O. Co.'s Wharf.

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